

REMARKS

Reconsideration of the restriction requirement is again requested. The Office Action states that applicants' traversal "is on the ground(s) that search and examination of the application could be made without serious burden." That is a totally incorrect characterization of applicants' position. To the contrary, applicants said nothing about burdens of additional searching. Instead, they correctly pointed out that the restriction requirement is without factual foundation and thus fails to comply with administrative due process and specifically fails to comply with MPEP §§ 806.04 and 808.1. In other words, the PTO is not following its own announced policies.

The rejection of Claims 11-14 as being anticipated by Kanno under 35 USC § 102(c) is traversed, and reconsideration is respectfully requested.

With the arrangement of the fuel injection in Kanno on the intake port, fuel cannot be supplied to the cylinder after the intake valve has closed. The fuel is supplied to the inducted air at this side of the intake valve and then the fuel is introduced into the cylinder. It is important to note, however, that with the Kanno fuel injection system, the fuel is mixed with the air, and only after the fuel has entered into the cylinder is the homogenous air-fuel mixture formed. That is, a stratification condition is not established with the Kanno fuel injector such that dense fuel layer is supplied in the surrounding portion of the cylinder.

It is fair to say that Kanno teaches nothing whatsoever about stratified combustion, instead being concerned with outboard engine fuel injection with intermittent fuel injection operation and with means to inhibit heating of the fuel.

In the present invention as claimed, the airflow, which is directed toward the ignition plug direction, is generated in the cylinder. The fuel rides on or is carried along with the airflow, to supply the fuel to the ignition plug. This makes stratification certain so that the dense fuel layer is supplied to surrounding portion of the cylinder. Moreover, as necessary, according to circumstances, after the intake valve has closed, the fuel remaining in the cylinder is carried with the airflow, toward the ignition plug direction, thereby supplying the fuel to the surrounding portion of the ignition plug. None of this is taught or even suggested in the Kanno patent.

Accordingly, an action on the merits of all the claims and, in particular, favorable action in Claims 11-14 are earnestly solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

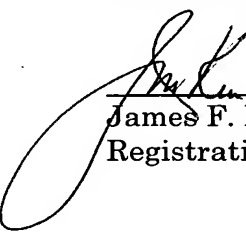
If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and

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please charge any deficiency in fees or credit any overpayments to Deposit
Account No. 05-1323 (Docket #056207.49682D1).

Respectfully submitted,

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